COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

This instruction implements AFPD 11-2, *Aircraft Rules and Procedures,* and supports AFI 11-202, Volume 1, *Aircrew Training.* Along with major command (MAJCOM) and local procedures, this instruction prescribes standard procedures to be used by all aircrew operating Air Force T-38 aircraft. The MAJCOM/A3 is waiver authority for this instruction unless specified elsewhere. File a copy of all approved waivers with this instruction. This AFI applies to all Regular Air Force and Air Force Reserve Command pilots and all Air National Guard associate instructor pilots flying the T-38. **Attachment 1** contains a glossary of references and supporting information used in this publication. Forward MAJCOM supplements to HQ AETC/A3V and AF/A3TF for coordination prior to MAJCOM certification and approval to the parent MAJCOM for coordination prior to publication. Submit suggested improvements to this publication via AF Form 847, Recommendation for Change of Publication, through command Stan/Eval channels to AETC/A3VO. This publication requires the collection and or maintenance of information protected by Title 5 United States Code (USC) Section 552a, *The Privacy Act of 1974.* The authorities to collect or maintain the records prescribed in the publication are 37 USC § 301a, *Incentive Pay*; Public Law (PL) 92-204, *Appropriation Act for 1973*; PL 93-570 § 715, *Appropriation Act for 1974*; PL 93-294, *Aviation Career Incentive Act of 1974*; Executive Order 9397, *Numbering System for Federal Accounts Relating to Individual Persons,* as amended; Department of Defense (DoD) Directive 7730.57, *Aviation Career Incentive Act and Required Annual Report*; and AFI 11-401, *Aviation Management.* The applicable SORN, F011 AF XO A, *Aviation Resource Management System (ARMS)*, is available at: **http://dpcld.defense.gov/Privacy/SORNs/.** Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with Air Force Manual

(AFMAN) 33-363, *Management of Records,* and disposed of in accordance with the Air Force Records Disposition Schedule (RDS) located in the Air Force Records Information Management System (AFRIMS).

The authorities to waive wing/unit level requirements in this publication are identified with a Tier ("T-0, T-1, T-2, T-3") number following the compliance statement. See AFI 33-360, *Publications and Forms Management*, for a description of the authorities associated with the Tier numbers. Submit requests for waivers through the chain of command to the appropriate Tier waiver approval authority, or alternately, to the publication OPR for non-tiered compliance items. The use of the name or mark of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by the Air Force.

SUMMARY OF CHANGES

This document is substantially revised and must be completely reviewed. Removed restriction of using only AF Form 4348 to document training (**paras 1.3.3.1.1** and **1.5**); changed the tracking of reported aircrew hours to 7, 60 and 90 days vs 30/60/90 (**para 1.5.2.2**); clarified IQT completion qualifies aircrew in the T-38 model it was completed in (**para 2.1.3**); updates **Table 4.1**; removed requirement for safety observer for instrument approaches (**Table 4.2**)

Chapter 1

GENERAL GUIDANCE

1.1. Roles and Responsibilities:

1.1.1. **Operations Group Commanders.**

1.1.1.1. Help subordinate units manage training programs, ensure programs meet unit needs, and provide necessary staff support. (T-2)

1.1.1.2. Develop programs to ensure training objectives are met. (T-2)

1.1.1.3. Forward copies of unit training programs that expand on the minimum guidelines of this instruction and subsequent changes as directed by MAJCOM A3T for review. (T-2)

1.1.1.4. Forward copies of unit supplements that expand on the minimum guidelines of this instruction and subsequent changes to MAJCOM office of primary responsibility for review. (T-2)

1.1.1.5. Review programs annually. (T-2)

1.1.2. **All Supervisors.** Supervisors at all levels are responsible for monitoring the progress of aircrew training to ensure timely progression through appropriate training phases and to identify areas for which additional training is needed. (T-2)

1.1.3. **Individual Aircrew Members:**

1.1.3.1. Be responsible for completing training requirements and maintaining currencies IAW AFI 11-202, Volume 1 and this instruction. (T-2)

1.1.3.2. Participate only in ground and flying activities for which they are adequately prepared, trained, qualified, certified and current unless the activity is part of an upgrade or program leading to qualification or certification, or for regaining currency according to **paragraph 4.5.1.2**. (T-2)

1.2. Phases of Training: (Note: All references to "days" in this publication are to "calendar days" unless specifically noted otherwise.)**:**

1.2.1. **Initial Qualification Training (IQT).** This training is necessary to qualify aircrew for duties in the T-38 aircraft. See **Chapter 2** for IQT program requirements.

1.2.2. **Mission Qualification Training (MQT).** This training is necessary to qualify aircrew for specific unit mission or local area requirements. Training may be incorporated in MAJCOM-approved IQT syllabi. See **Chapter 3** for MQT requirements.

1.2.3. **Continuation Training (CT).** This training is necessary for qualified aircrew to maintain their assigned level of proficiency and/or increase flight qualifications. It provides minimum ground and flight training event requirements. This training is also necessary to develop the IP force and certify pilots in specific unit or local area requirements. Individual aircrew CT requirements are based on unit assignment as inexperienced or experienced. See **Chapter 4** for CT program requirements. Using MAJCOMs will detail their CT program in their MAJCOM supplement.

1.2.3.1. **Experienced or Inexperienced Designation.** Squadron commanders will designate all pilots as experienced or inexperienced, as follows: (T-2)

1.2.3.1.1. **Experienced Aircrew.** For the purposes of this instruction, the wing commander, vice wing commander, OG commander, deputy OG commander, squadron commander, and squadron operations officer are designated as experienced aircrew. Using MAJCOMs will include a definition of "experienced" aircrew in their MAJCOM supplement. (T-2) Document experienced designation on the AF Form 4348 or unit certification document IAW AFI 11-202, Volume 2. (T-2)

1.2.3.1.2. **Inexperienced Aircrew.** Aircrew who do not qualify as experienced or who are not certified as such by the squadron commander are considered inexperienced. Aircrew designated as inexperienced will progress through a program managed by the flight commander to develop sound flying and instructional skills. (T-2) Flight commanders will tailor each program based on the aircrew's past flying experience and performance during IQT and MQT. (T-2) No time limit is established to transition from inexperienced to experienced.

1.2.4. **Specialized/Certification Training.** This training is necessary to carry out the unit's assigned missions, but is not required of every crewmember. Examples of specialized training include, but are not limited to, stall pilot, and functional check flight (FCF) pilot. Individuals selected for training will accomplish appropriate formal course training to certify in these specialized areas, or comply with locally developed syllabi and squadron-developed training programs IAW **Chapter 5**.

1.2.5. **Night Vision Goggles (NVG) Training.** NVG training is not authorized. (T-2).

1.3. Training Concepts and Procedures:

1.3.1. Squadron commanders will ensure training programs are designed to achieve the highest degree of qualification and proficiency consistent with flight safety and resource availability. (T-2)

1.3.2. Unless specifically directed, the squadron commander will determine the level of supervision required to accomplish in-flight training. (T-2)

1.3.3. IPs and flight lead-qualified squadron supervisors may allow any pilot to lead limited portions of a mission if the pilot has been appropriately briefed. This provision will only be used to allow a pilot to practice events in which he or she is already qualified or to help determine if a pilot is ready for an upgrade program. (T-2). In either case, the IP or squadron supervisor is responsible for the flight. (T-2).

1.3.4. Units will complete training requirements during the appropriate training cycle except where specifically excepted. (T-2). Using MAJCOMs will detail the training cycle in their MAJCOM supplement.

1.4. Training Records and Reports. Units will:

1.4.1. Maintain an aircrew training folder for each assigned or attached aircrew member.

1.4.1.1. Once training that requires a certification is complete, the signed Form 4348 or unit certification document becomes the source document for the completion of that training. Once the signed AF Form 4348 or unit certification document is placed in the

training folder, corresponding training records may be removed at the unit's discretion. (T-2).

1.4.2. Document aircrew training in Aviation Resource Management System (ARMS), using the forms specified in AFI 11-202, Volume 1. (T-2) Track the following information for all aircrew, as applicable:

1.4.2.1. Ground training dates accomplished and expiration dates. (T-2)

1.4.2.2. Flying hours by 7, 30, and 90 days, and cumulative totals IAW AFI 11-202 Vol 3. (T-2)

1.4.2.3. Events required, by total accomplished and amount remaining for the training cycle. (T-2)

1.4.2.4. Flying maneuver currency dates accomplished and expiration dates. (T-2)

1.4.3. Units may specify additional training folder requirements.

1.5. Sortie Allocation Guidance. Units will use the following guidance to determine priority for unit training sortie allocation:

1.5.1. Higher headquarters-directed missions and aerial events. (T-2)

1.5.2. Deployment support. (T-2)

1.5.3. Evaluations. (T-2)

1.5.4. FCFs. (T-2)

1.5.5. API-1 CT, including upgrade-directed support. (T-2)

1.5.6. API-2 CT, if applicable. (T-2)

1.5.7. API-6 CT. (T-2)

1.5.8. API-8 CT. (T-2)

1.5.9. Supervisory flights. (T-2)

1.5.10. Flight Surgeon (FS) flying requirements. (T-2)

1.5.11. Indoctrination flights. (T-2)

1.5.12. Orientation flights. (T-2)

1.6. Aircrew Graduate Evaluation Program. Refer to the appropriate formal course syllabus or command directive for aircrew graduate evaluation procedures. The program may be accessed at **https://www.my.af.mil/agepiftprod**.

1.7. Progress Reviews (PR). Refer to the appropriate formal course syllabus and AFI 11-202 Volume 1, as supplemented or command directive for PR procedures.

1.8. Fuel Optimization. It is the responsibility of all aircrew to optimize fuel to the maximum extent possible. (T-2). Individual crew members and supervisors at all levels will manage aviation fuel as a limited commodity and precious resource. (T-2). Fuel optimization will be considered throughout all phases of mission planning and execution. (T-2). If no additional training can be completed, and/or negative training results from continued flying, the sortie will be terminated to conserve fuel. Desired training, not fuel conservation nor adherence to average

sortie duration will be the driving factor of whether to land the aircraft or continue the mission. (T-2).

Chapter 2

INITIAL QUALIFICATION TRAINING (IQT)

2.1. General Information. This chapter outlines the IQT program for the T-38. The primary method of initial qualification is to attend and complete the appropriate formal training course listed in education and training course announcement (ETCA), available at **https://etca.randolph.af.mil**. Completing the appropriate formal course satisfies basic qualification training requirements. When attendance is not practical or quotas are not available, units will request waivers from the MAJCOM/A3 to conduct in-unit qualification training, using formal school courseware. (T-1).

2.1.1. Upon completion of the IQT program, aircrew will be qualified IAW AFI 11-202, Volume 2, *Aircrew Standardization/Evaluation Program*; and AFI 11-2T-38, Volume 2, *T-38 Aircrew Evaluation Criteria.* (T-2).

2.1.2. Except for unusual circumstances, aircrew members undergoing qualification training will receive ground and flight instruction with minimum interruption and complete training within the time specified by the syllabus. (T-2) Individuals are dedicated to training and are not utilized in unit jobs or other duties until the completion of training. (Exception: Students enrolled in Pilot Instructor Training (PIT) or PIT TI may serve as RSU observers after their instrument/qualification (I/Q) check.) Failure to complete training within the specified time limit requires notifying the gaining wing commander of the aircrew's name, grade, reason for delay, planned actions, and estimated completion date. (T-2).

2.1.3. Completion of IQT qualifies pilots to act as pilot-in-command of the model (T-38A/B or T-38C) the I/Q evaluation was accomplished in. (T-2). See **paragraph 2.6** of this instruction for difference training guidance.

2.2. Prerequisites. For listings of formal training courses and administrative and reporting requirements see the ETCA. The formal course syllabi list waiver authorities for course entry prerequisites. Before entering IQT, each aircrew member must comply with prerequisites of the appropriate formal course training syllabus and AFI 11-202, Volume 1. (T-2) In addition, all personnel maintaining flying status will meet the physical examination; physiological training; survival, evasion, resistance, and escape (SERE) training requirements in AFI 11-202, Volume 1; and centrifuge training IAW AFI 11-404, *Centrifuge Training for High-G Aircrew*, before flying. (T-2).

2.3. Ground Training. Ground training will follow the formal course syllabus flow, but may be tailored to the individual's background and experience as well as local conditions. For in-unit qualification training, commanders will obtain and use current formal school courseware, if available. (T-2).

2.4. Flying Training.

2.4.1. Aircrew in IQT will fly under direct IP supervision until they complete the qualification evaluation. (T-2)

2.4.2. Formal course syllabus mission objectives and tasks are minimum requirements for IQT. (T-2) Additional training is available within the constraints of the formal course

syllabus. Pilots may satisfy MQT and upgrade training requirements during IQT if the appropriate IP is available and the formal course training allows it.

2.5. Basic Aircraft Requalification Training. Follow the requalification guidance in AFI 11-202, Volume 1, and **paragraphs 4.5.2** through **4.5.2.1.4** of this instruction. (T-2)

2.6. Conversion and/or Difference Qualification. Conversion qualification follows the guidance in this chapter and the formal course conversion syllabus. Difference training is authorized for pilots converting from the T-38C to the T-38A/B or vice-versa. MAJCOMs will provide difference training guidance.

2.7. Multiple Qualifications. Qualification in more than one mission design series (MDS) is authorized according to AFI 11-202, Volume 1. (**Note:** Multiple qualifications are not authorized for general officers.) Multiple qualifications require completion of IQT as specified in this chapter. (T-2)

2.8. Senior Officers. Comply with guidance provided in AFI 11-401, *Aviation Management*, and AFI 11-202, Volume 1, for senior officers (colonel selects and above). (T-2) Senior officer training will follow the appropriate formal course syllabus. (T-2)

Chapter 3

MISSION QUALIFICATION TRAINING (MQT)

3.1. General. Using MAJCOMs will determine MQT requirements.

Chapter 4

CONTINUATION TRAINING (CT)

4.1. General Information.

4.1.1. This chapter outlines minimum ground and flying training requirements for T-38 aircrew CT. There are two aspects of CT. The first consists of aircrew training in the basic flying skills, which ensures safe operation of the aircraft. The second consists of specific mission-related training required to accomplish the unit's assigned missions or taskings. Taskings may be locally generated or higher headquarters directed. All CT will be maintained in the ARMS database IAW AFI 11-202 Volume 1 and AFI 11-421. Completion and tracking of continuation training is ultimately the responsibility of the individual crewmember. Using MAJCOMs will define additional currencies and requirements in their MAJCOM supplement.

4.1.2. Instructor Development (ID) sorties are flown to develop IP instructional skills, enhance basic flying proficiency, and help meet currency requirements. These sorties allow inexperienced IPs to learn and refine techniques while flying with experienced IPs.

4.2. Training Cycle. Using MAJCOMs will define the training cycles in their MAJCOM supplement.

4.3. CT Administration:

4.3.1. **Quarterly CT Meetings:**

4.3.1.1. Squadron commanders will direct and supervise quarterly CT meetings for aircrew members. (T-2) The purpose of these meetings is to discuss standardization, safety, mission-related topics, instructional techniques, grading practices, and to increase general knowledge. A CRM topic or scenario should be discussed in each CT meeting referring to core concepts from AFI 11-290, *Cockpit/Crew Resource Management Training Program.*

4.3.1.2. Attendance at CT meetings is mandatory. The unit will determine a method to track attendance as part of the go/no-go process for flight. (T-2) Individuals not available for CT meetings will read the meeting minutes or be briefed by an operations supervisor before their first flight of the next quarter. (T-2)

4.3.2. **Requirements.** MAJCOMs may add to the minimum annual or semi-annual requirements listed in this chapter. Sorties and events accomplished during MQT may be credited toward CT requirements (ground and flying events) for the training cycle in which they were accomplished. Before an aircrew member who fails to meet minimum CT requirements may fly in the new training cycle, the OG/CC will determine if additional training is required. (T-2). (**Note:** Additional training may be required, depending on the type and magnitude of the deficiency.)

4.3.2.1. **CT Profiles.** Squadron commanders will approve profiles for all required CT sorties. (T-2). Profiles will detail the minimum events and currency items to be accomplished on the sortie (T-2) (for example, aircraft handling characteristics [AHC] maneuvers, approaches, or emergency patterns and landings).

4.3.3. **Prorating End-of-Cycle Requirements.** At the end of the training cycle, the squadron commander may prorate training requirements for aircrew members who were not available for flying duties according to AFI 11-202, Volume 1.

4.3.3.1. Prorate only to adjust for genuine circumstances of training non-availability, not to mask training or planning deficiencies. (T-2)

4.3.3.2. Base prorating on consecutive days of nonflying in the training cycle and apply it separately for each period of nonflying. Use the prorating allowance in AFI 11-202, Volume 1 to determine the number of months to be prorated based on each period of consecutive calendar days of nonflying. (T-2)

4.3.3.3. If IQT is re-accomplished, restart the individual's training cycle at a prorated share following IQT completion. (T-2)

4.3.3.4. Round off prorated numbers resulting in fractions of less than 1/2 to the next lower whole number, but prorate no requirement below 1. (T-2)

4.3.3.5. For prorating purposes, newly assigned or converted aircrew and aircrew achieving qualification after the 15th of the month are considered to be in CT on the first day of the following month. Events and sorties for the remainder of the training cycle may be prorated. (T-2)

4.3.4. **Failure to Complete Annual and Semiannual CT Requirements:**

4.3.4.1. Aircrew members who fail to maintain training requirements according to **Table 4.1, Table 4.2,** additional MAJCOM flying or ground requirements and minimum mission ready (MR), basic mission capable (BMC) or basic aircraft qualification (BAQ) CT requirements according to AFI 11-202 Volume 1, will be placed in non-mission ready (NMR) or non-basic aircraft qualified (N-BAQ) status as applicable. (T-2) They will not fly in the new training cycle until a review is completed by the OG/CC to determine the cause of the deficiency and whether additional training is required before regaining training status. (T-2)

4.3.5. **Multiple Qualifications.** MAJCOMs will specify which sorties and events flown in other aircraft may be used to satisfy T-38 sortie, event, and currency requirements in their MAJCOM supplement.

4.4. Minimum Training Requirements. Training accomplished during IQT, MQT, TI, and BIP training may be credited toward CT requirements for the training cycle in which it was accomplished. AFI 11-202, Volume 1, and **Table 4.1** establish aircrew minimum training requirements. Using MAJCOMs may specify additional ground training requirements in their MAJCOM supplement. (T-2).

Table 4.1. Aircrew Minimum Requirements Table (T-2).

ITEM	A	B	C	D	E
	Subject (note 1)	Frequency (note 2)	Prescribing Directive	Grounding	Status if overdue (note 3)
1	Flight Physical	455 days	AFI 44-170/AFI 48-123	Yes	N-BAQ

2	Physiological Training	60 months	AFI 11-403		N-BAQ
3	Emergency egress training, ejection seat (LL02)	12 months	AFI 11-301, Volume 1		N-BAQ
4	Emergency parachuting training (SS06)		AFI 16-1301		N-BAQ
5	Instrument/Qual Evaluation	17 months	AFI 11-202, Volume 2		N-BAQ
6	Mission Evaluation			No	NMR
7	CRM continuation training (Note 4)	12 months	AFI 11-290		N-BAQ
8	Aircrew flight equipment familiarization (LL01)	One time/ assignment	AFI 11-301, Volume 1	Yes	N-BAQ
9	Aircrew flight equipment training (LL06)	12 months		No	N-BAQ
10	Aircrew Flight Equipment Fit Check (LL07)	4 months		Yes	N/A
11	Local area survival training (SS01)	One time/ assignment (note 5)	AFI 16-1301	Yes	N-BAQ
12	Non-combat survival training (SS04)	36 months		No	N-BAQ
13	Water survival training (SS05)			Notes 6 & 7	Notes 6 & 7
14	Instrument refresher course (IRC)	Note 8	AFMAN 11-210	No	N-BAQ
15	Boldface and operations limits testing	Monthly	This AFI	Yes (note 9)	Note 9
16	Flight Surgeon Written Exam (note 10)	17 months	AFI 11-202, Volume 2	Yes	N-BAQ
17	Centrifuge Training	One time (note 11)	AFI 11-404	No (note 11)	N-BAQ
18	Marshalling Exam	One time/ assignment	AFI 11-218	No	NMR

Notes:
1. This is a consolidated list. Units will comply with grounding/frequency requirements of most restrictive guidance when differences exist between this AFI and prescribing directives.
2. *n* Months – Expires at the end of the last day of the *n*th calendar month after last accomplished. For example, if last accomplished 10 Jan 16, expires on 31 Jan 17, overdue on 1 Feb 17.
3. See **paragraph 4.3.4.1.**
4. For multiple-qualified T-38 pilots, accomplishment of annual CRM CT in their primary aircraft

fulfills the T-38 annual CRM CT requirement in this table. For Flight Surgeons, CRM is a one-time requirement in the primary assigned aircraft.

5. This is a one-time requirement for MAJCOM examiners who visit field units TDY. Once accomplished on the initial TDY at each location, this training is current for the duration of the MAJCOM examiner's headquarters tour.

6. Units required to conduct routine over-water flights will maintain water survival training (WST) currency. An over-water flight is defined as a flight in which the aircraft is flown outside the safe glide ratio to land at any time during the flight. Aircrew non-current in WST must accomplish WST prior to conducting over-water flight. Reference AFI 16-1301.

7. Personnel arriving from permanent change of station (PCS) or temporary duty (TDY) during a period when water survival training is not available (i.e., winter months, pool unavailable) are automatically granted an exception to this requirement until 60 days following the first available training date. However, individuals will attend the academic portions of training at the earliest opportunity. Reference AFI 16-1301.

8. All pilots on active flying status must complete the IRC every fourth quarter after completion IAW this instruction, AFI 11-202 Vol 1, and MAJCOM guidance. For example, if this training is completed in the first quarter of the year (Jan, Feb or Mar), it must be completed no later than the first quarter of the following year. (e.g. If completed 15 Jan 16, next IRC to be completed by 31 Mar 16).

9. Required before the first flight of the month. An unsatisfactory boldface exam will result in grounding until successful re-accomplishment. Ops limits exams are correctable to 100 percent.

10. Flight Surgeons only.

11. Refresher training is designed for aircrew reassigned to the T-38 following a non-flying assignment or converting from a non-sustained high-G aircraft (SHGA) or lower-G SHGA to the T-38. See AFI 11-404, Chapter 5, for more guidance on refresher training.

4.4.1. For ancillary, readiness, mobility, and other training requirements, refer to the Advanced Distributed Learning Service website at **https://golearn.csd.disa.mil/kc/main/kc_frame.asp**.

4.5. Flying Training. All pilots will maintain currency requirements as applicable in **Table 4.2**. (T-2) Units will document OG/CC reviews of training cycle shortfalls and additional training requirements in the individual's training folder. (T-3) Using MAJCOMs may specify additional events or sortie currencies in their MAJCOM supplement.

Table 4.2. T-38 Pilot Currencies (T-2).

Event or Sortie	Inexperienced	Experienced	Affects BAQ?	Notes
Landing	30	45	Yes	1
Instrument Approach				2
IP RCP Landing	60	90	No	3
IP RCP Night Landing	90			3, 4

NOTES:

1. See paragraph 4.5.2.1. of this instruction.
2. Instrument approach currency may be updated from either cockpit. MAJCOMs determine limitations when instrument approach currency is expired.

Event or Sortie	Inexperienced	Experienced	Affects BAQ?	Notes
3. Rear cockpit (RCP) landings update both RCP landing currency and landing currency. Front cockpit (FCP) landing currency is good day or night. 4. Accomplish night landings between the end of evening civil twilight and the beginning of morning civil twilight. To regain RCP night landing currency, three night landings must be accomplished from the RCP and the FCP IP must be qualified (not necessarily current) in FCP and RCP night landings. See paragraph 5.3 of this instruction.				

4.5.1. **Restrictions.** Pilots will not fly sorties, events, mission, and currency items in which they are not qualified, current, and certified. (T-2) First pilots (FPs) will not fly simulated emergency patterns, touch-and-gos, traffic pattern stalls, formation, or low-level without a current IP at a set of controls. (T-2) Exception: FPs enrolled in a formal AETC course of training (i.e., PIT), or FPs flying sorties during Wing Theater Indoctrination training (TI), are exempt from these restrictions. In these cases, formation sorties will be performed under the direct supervision of an IP in the other formation aircraft. (T-2)

4.5.2. **Currency and Recurrency.** Unless otherwise restricted, pilots may log and update currencies during any sortie (including student sorties) if the maneuver or item is demonstrated. All flying currencies/events must be logged in the aircraft.   If a pilot loses an event currency, he or she will not perform that event except for the purpose of regaining currency under the supervision of a current and qualified instructor. (T-2) Unless otherwise specified in this instruction, supervisory requirements pertaining to recurrency may be satisfied in the flight position that offers the best control of the mission, as determined by the squadron commander. (T-3)

4.5.2.1. **Landing Currency.** Landing currency, IAW **Table 4.2**, is required to maintain basic aircraft qualification (BAQ). Currency may be regained by flying at least three satisfactory landings with a landing-current IP. (T-2) A landing from either the FCP or RCP updates landing currency. Loss of landing currency exceeding 90 days requires the following action: (**Note:** Timing starts from date of last landing.)

4.5.2.1.1. For 91 through 135 days. Same as **paragraph 4.5.2.1**, plus an instructor-supervised emergency procedure and instrument review session (normal, emergency, and instrument procedures). (T-2)

4.5.2.1.2. For 136 through 210 days (to 225 days Experienced). Same as **paragraphs 4.5.2.1 and 4.5.2.1.1**, plus a recurrency flight (IAW **paragraph 4.5.2.1**), qualification written examinations, and an emergency procedures evaluation (EPE). (T-2) AF Form 8 documentation is not required.

4.5.2.1.3. For 226 days up to 39 months at the end of a nonflying assignment or 48 months at the end of any active flying assignment. For basic aircraft requalification, accomplish items in **paragraphs 4.5.2.1 through 4.5.2.1.2**, plus a locally administered qualification program approved by the OG/CC, to include an instrument or qualification evaluation. (T-2)

4.5.2.1.4. For periods of time greater than **paragraph 4.5.2.1.3**. Accomplish basic aircraft requalification IAW AFI 11-202, Volume 1, and accomplish instructor/mission requalification according to MAJCOM direction. (T-2)

4.6. Special Categories:

4.6.1. **Loss of Instructor Qualification and Requalification.** An instructor will be unqualified for: (T-2)

4.6.1.1. Cause IAW AFI 11-202, Volume 2.

4.6.1.2. A failed flight evaluation. To regain instructor status, an instructor must successfully complete a flight evaluation IAW AFI 11-202, Volume 2.

4.6.1.3. A failed qualification or instrument written examination. To regain instructor status, an instructor must successfully re-accomplish the written examination.

4.6.2. **Demanding Sortie.** MAJCOMs will list sorties or events requiring demanding sortie currency in their MAJCOM supplement. (T-2). Aircrew who do not have demanding sortie or event currency will not participate in demanding sorties without the proper level of supervision as determined by the squadron commander. (T-2).

4.6.3. **Flight Surgeon (FS).** FSs will accomplish ground training requirements IAW Table 4.1 of this instruction. (T-1). FSs will accomplish a written evaluation every 17 months IAW AFI 11-202, Volume 2 and CT flying requirements IAW AFI 11-202, Volume 1. (T-1).

4.6.4. **Higher Headquarters API-8 Aircrew** . For training other than that conducted in support of a formal inspection, higher headquarters personnel must coordinate with the supporting unit as follows: (T-2)

4.6.4.1. Aircrew will ensure appropriate ARMS data is maintained and provided IAW AFI 11-401.

4.6.4.2. Units will review the qualifications and currencies of higher headquarters-assigned aircrew before authorizing them to fly. Units will evaluate the demands of each mission scenario and ensure higher headquarters-assigned aircrew ability and proficiency will not be exceeded.

4.6.4.3. Aircrew will submit qualification and authorization documentation to the supporting squadron commander or operations officer prior to flying with that squadron.

Chapter 5

SPECIALIZED TRAINING PROGRAMS

5.1. Overview. This chapter outlines upgrade training programs for special capabilities and qualifications. These programs are intended to provide a basic starting point and may need to be modified by the squadron commander, based on the unit's requirements and the aircrew's previous experience, qualifications, and documented performance. Unless governed by a formal course syllabus, ground and device training for these programs will consist of unit-developed academics and scenarios. (T-2). Flight training will be conducted IAW a program approved by the squadron commander. (T-2). Using MAJCOMs may specify additional specialized training programs in their MAJCOM supplement.

5.2. Instructor Upgrade. Follow a MAJCOM-approved formal course syllabus. (T-2).

5.3. Night Landing Qualification Training:

5.3.1. **Spatial Disorientation (SD) Ground Training.** SD ground training will consist of both an SD briefing and an SD training system demonstration that focus on prevention, recognition and recovery. (T-2). SD briefing requirements are met by currency in the instrument refresher course. If an SD training system is not available, ground training may consist of an SD briefing only, but special emphasis on SD prevention, recognition and recovery must be made during the briefing. (T-2).

5.3.2. **Flying Training.** For initial qualification, an IP qualified in RCP night landings must occupy the FCP. (T-2). The IP being night qualified will accomplish a minimum of three RCP landings. (T-2). Night landings to gain or regain night landing qualification will be accomplished between the end of evening civil twilight and the beginning of morning civil twilight. (T-2).

5.4. Formation and/or Flight Lead Upgrade . Using MAJCOMs will publish formation and/or flight lead training programs in their MAJCOM supplement. Completion of a formal course syllabus may satisfy this requirement.

5.5. Low Altitude Training Upgrade. Using MAJCOMs will publish low altitude upgrade programs in their MAJCOM supplement. Completion of a formal course syllabus may satisfy this requirement.

5.6. Functional Check Flight (FCF) Training. MAJCOMs will publish FCF pilot training requirements in their MAJCOM supplements.

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Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

AFPD 11-2, *Aircrew Operations,* 19 January 2012

AFI 11-2T-38, Volume 2, *T-38 Aircrew Evaluation Criteria,* 5 August 2014

AFI 11-202, Volume 1, *Aircrew Training,* 22 November 2010

AFI 11-202, Volume 2, *Aircrew Standardization/Evaluation Program*, 13 September 2010, Incorporating Change 1, 18 October 2012

AFI 11-202, Volume 3, *General Flight Rules*, 7 November 2014

AFI 11-214, *Air Operations Rules and Procedures,* 14 August 2012, Incorporating Change 1, 23 March 2016

AFI 11-290, *Cockpit/Crew Resource Management Training Program,* 15 October 2012

AFI 11-301, Volume 1, *Aircrew Flight Equipment (AFE) Program,* 25 February 2009, Incorporating AFGM1, 17 April 2013

AFI 11-401, *Aviation Management,* 10 December 2010

AFI 11-403, *Aerospace Physiological Training Program*, 30 November 2012, Incorporating Change 1, 25 March 2015

AFI 16-1301, *Survival, Evasion, Resistance, and Escape (SERE) Program,* 6 September 2006

AFI 33-360, *Publications and Form Management,* 1 December 2015

AFI 44-170, *Preventive Health Assessment*, 30 January 2014

AFI 48-123, *Medical Examinations and Standards*, 5 November 2013, Incorporating AFGM2015-01, 27 August 2015

AFMAN 11-210, *Flying Operations Instrument Refresher Program (IRP)*, 3 February 2005

AFMAN 33-363, *Management of Records,* 1 March 2008, Incorporating AFGM2013-01, 29 August 2013

DoDI 7730.57, *Aviation Career Incentive Act and Required Annual Report,* 18 July 2003

Executive Order 9397, *Numbering System for Federal Accounts Relating to Individual Persons,* November 22, 1943

Executive Order 13478, Amendment to Executive Order 9397, *Relating to Federal Agency Use of Social Security Numbers,* November 18, 2008

Privacy Act of 1974, 5 United States Code (USC) section 552a

United States Code: Title 37, 301a, *Incentive Pay: Aviation Career,* February 1, 2010

Adopted Forms

AF Form 8, *Certificate of Aircrew Qualification*

AF Form 847, *Recommendation for Change of Publication*

AF Form 4293, *Student Activity Record*

AF Form 4348, *USAF Aircrew Certifications*

Abbreviations and Acronyms

AFE—aircrew flight equipment

AGL—above ground level

AGSM—anti-G straining maneuver

AHC—aircraft handling characteristics

ARMS—Aviation Resource Management System

BAQ—basic aircraft qualification

CRM—cockpit/crew resource management

CT—continuation training

EP—emergency procedure

EPE—emergency procedures evaluation

ETCA—education and training course announcement

FCF—functional check flight

FCP—front cockpit

FS—flight surgeon

IAW—in accordance with

IMC—instrument meteorological conditions

IP—instructor pilot

IQT—initial qualification training

MAJCOM—major command

MQT—mission qualification training

MR—mission ready

NMR—non-mission ready

NVG—night vision goggles

OG—operations group

RDS—records disposition schedule

RCP—rear cockpit

SD—spatial disorientation

stan/eval—standardization/evaluation

TI—theater indoctrination

Terms

Aircraft handling characteristics (AHC)—Training for proficiency in utilization and exploitation of the aircraft flight envelope, consistent with operational and safety constraints, that includes (but is not limited to) high or maximum angle of attack maneuvering, energy management, minimum time turns, maximum or optimum acceleration, deceleration techniques, and confidence maneuvers (AFI 11-214, *Air Operations Rules and Procedures*).

Basic aircraft qualification (BAQ)—An aircrew member who has satisfactorily completed training prescribed to maintain the skills necessary to perform aircrew duties in the unit aircraft. (AFI 11-202, Vol. 1)

Cockpit familiarization trainer—A training device in which the controls, switches, and instruments do not have to respond to trainee inputs. Used for checklist use, normal procedures, and emergency procedures.

Continuation training (CT)—The program that provides crew members with the volume, frequency, and mix of training necessary to maintain proficiency in the assigned qualification level.

Currency—A measure of how frequently and/or recently a task is completed. Currency requirements should ensure the average aircrew member maintains a minimum level of proficiency in a given event.

Emergency procedures evaluation (EPE)—An evaluation of aircrew knowledge and responsiveness to critical and noncritical emergency procedures (EP) conducted by a stan/eval flight examiner orally or in a cockpit training device.

Experienced—Aircrew who meet the experience qualifications defined in MAJCOM supplements (see inexperienced).

Flight lead—As designated on flight orders, the individual responsible for overall conduct of the mission from preflight preparation and briefing to postflight debriefing, regardless of his or her actual position within the formation. A certified four-ship flight lead may lead formations and missions in excess of four aircraft unless restricted by the unit commander. A two-ship flight lead may lead an element in a larger formation.

Formal course—Training courses listed in Air Force ETCA.

Inexperienced—Aircrew who do not qualify as experienced or are not certified as such by the squadron commander (see experienced).

Initial qualification—An aircrew member engaged in training needed to qualify for basic aircrew duties in an assigned position for a specific aircraft, without regard for the unit's operational mission.

Initial qualification training (IQT)—Training needed to qualify for basic aircrew duties in an assigned position for a specific aircraft, without regard for the unit's operational mission. This training is the minimum requirement for BAQ.

Low altitude training—Mission-oriented operations in the certified low-altitude block (500 feet to 1,000 feet AGL).

Low level navigation—Visual flight rules point-to-point navigation in the 500 to 5,000 feet AGL altitude block.

Mission qualification—An aircrew member engaged in training to qualify in an assigned aircrew position to perform a command or unit mission.

Night—The time between the end of evening civil twilight and the beginning of morning civil twilight, as published in the American Air Almanac, converted to local time (AFI 11-202, Volume 3).

Night landing—A landing conducted between the end of evening civil twilight and the beginning of morning civil twilight.

Night sortie—A sortie in which either a takeoff or a landing and at least 50 percent of flight duration is accomplish between the end of evening civil twilight and the beginning of morning civil twilight.

Office of primary responsibility (OPR)—The headquarters, agency, or activity having the primary functional interest in and responsibility for a specific action, project, plan, program, or problem.

Operational flight trainer—A training device that dynamically simulates flight characteristics. Used for normal, emergency, and instrument procedures, to include safety of flight, warfighting tasks, and skill integration training.

Proficiency—A measure of how well a task is completed. Aircrew members are considered proficient when they can perform tasks at the minimum acceptable levels of speed, accuracy, and safety (AFI 11-202, Volume 1).

Squadron supervisor—For the purposes of this instruction, the squadron commander, operations officer, assistant operations officer, flight commander, or weapons officer.